

Intimations.

DAKIN BROS. OF CHINA, LIMITED, CHEMISTS.

W. F. beg to invite attention to the following items in our stock of Wines and Spirits worthy of special attention.

BRANDY.
Cognac Extra, a very old pale Cognac of excellent quality.
Per Case \$16.

WHISKEY.
Scotch—A blend of the finest Whiskies produced in Scotland; mature and soft.
Per Case \$10.

CLARET.
Chateau Langon. An exceptionally fine Wine 10 years old; very soft and light.
Per Case \$10.

SHERRIES.
Vino di Porto. A dry natural Wine recommended to the notice of connoisseurs.
Per Case \$10.

Delicacies. The very finest Sherry, cannot be surpassed.
Per Case \$14.

A special selection of **MANILA CIGARS** Manufactured for us by Constantino Diaz y Ca. now in stock.

(Telephone No. 60.)
Nos. 22 & 24, Queen's Road Central.

NOTICE.

A. S. WATSON & CO., LTD.

FLOWER AND VEGETABLE SEEDS.
Season 1889-1890.

WE have just received our New Season's importations, direct from the best Growers in England, France, and Germany, and are now prepared to execute all orders received for same with prompt and careful attention.

DESCRIPTIVE CATALOGUES for ordering from (containing hints for gardening) will be sent post free on application.

ORDERS FROM ONE PERSON \$5 TO \$10 ALLOWED 25 PER CENT. DISCOUNT.

ORDERS FROM ONE PERSON OVER \$10 ALLOWED AN EXTRA 5 PER CENT. DISCOUNT.

SINGLE PACKETS AT LIST PRICES.

WE GUARANTEE.

That all seeds sold by us shall prove to be as represented, to the extent that should they not do so, we will replace them, or send other seeds to the same value. But we cannot guarantee the crop any further than the above offer, as there are so many causes which operate unfavourably in the germination of seeds in a tropical climate, over which we have no control. Among the causes of failure may be mentioned unfavourable weather, which is one of the most important. The soil may be in proper condition when the seed is planted, but the weather which follows may be too wet, which will cause the seed to rot, or it may be too hot and dry, which destroys the germ before it shows itself. The soil may also be unfavourable for the variety of seed planted. And lastly, the seeds may be and are frequently destroyed by vermin of various kinds. Such occurrences are beyond the power of man to prevent, and for which we cannot be responsible.

Hongkong, 3rd September, 1889.

WATSON'S.

PATENT DRESSING.

OR
DRYING BOTTLES.

We beg to call special attention to our New PATENT DRESSING BOTTLES which have been specially designed and manufactured for us.

By the use of these Bottles, CIGARS, SEEDS, and GOODS of all kinds, which are susceptible to the destructive influence of moisture, can be kept in good and perfect condition.

Whenever or wherever the atmosphere is saturated with moisture these Bottles will be found invaluable.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY,
Hongkong, 3rd September, 1889.

The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 12, 1889.

LOCAL AND GENERAL.

THE P. & O. S. N. Co.'s extra steamer *Nizam* left Singapore for this port at daylight to-day.

A MEETING of Ararat Lodge of Royal Ark Mariners, will be held in Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

We are informed by the Agents (Messrs. Arnhold, Karberg & Co.) that the China Shipper's Mutual S. N. Co.'s steamer *Chingwa*, from Glasgow and Liverpool, left Singapore for this port to-day, and may be expected on or about the 18th inst.

THE *Orontes* left Portsmouth last Wednesday with relief for Singapore, Hongkong, etc. She brings naval and military relief, including Battery 30 of the Southern Division of Artillery, from Malta, which comes here to replace Battery 14.

The Japan Official Gazette states that the Marine Office has decided to withdraw the master's certificate No. 141, granted to Joseph Hardman, the late chief mate of the *Sakata-maru*, in consequence of his having been sentenced to five years' penal servitude for manslaughter.

A CORRESPONDENT points out that with characteristic forthrightness the Government have provided Kennedy Road—where nobody thinks of going at night—with a long row of lamps, whilst the important Peak Road is only lighted half-way up, although the mains are laid right to the top.

THE Band of the A. & S. Highlanders will play at the Officers' Mess, Murray Barracks, this evening, commencing at 8.15 o'clock. The following will be the programme:—

Overture, "Light Cavalry".....Suppa.
Overture, "La Cava".....Waldteufel.
Selection, "A Night in Berlin".....Hartmann.
Description of.....
and Oriental.....
March.....
Selection, "Rip Van Winkle".....Plasquette.

THE San Francisco Bulletin says:—"Sir Robert Hart, Director of Chinese Customs, does not believe that China proposes to retaliate on the United States for its exclusion policy. China is sharp enough to hold up the threat of retaliation to induce legislation, but she has too much business sense to take any action opposed to her own interests. So long as she can help herself by employing or trading with Americans she will do so."

THE Occidental & Oriental S. S. Co.'s steamer *Oceanic*, arrived at San Francisco on the 11th inst. from Yokohama, making the passage in 13 days and 14 hours.

It has been officially announced that the Japanese ports of Kantsu, Misumi, Moji, Yokohama, and Fushiki will be opened for direct export trade from the 15th inst.

MR. GORDON BENNETT wires on the 16th ultimo from Berlin re Samoan affairs as follows:—"I can state on the best authority that should the election of Mataafa as King be confirmed, Germany will protest, with the firm conviction that England will back her protest."

THE great Basilica of the Sacred Heart, on the highest point of Montmartre, Paris, is nearly finished and will certainly, when completed, take its place among the cathedrals of Europe. The Catholics of Savoy have subscribed to present the church with a bell, which will more than rival the historical bell of Notre Dame. It will be christened "La Savoyarde," and will cost 60,000 francs.

WE find this exceedingly amusing paragraph in a recent issue of the *San Francisco Bulletin*:—"Captain Clayton of the Chinese Navy extols the military and naval strength of China. He appears to be a loyal mercenary, disposed to speak well for his employers, but at present the people of the United States are not lying awake at night thinking over the prospect of any other Chinese invasion than that which has been going on for the last forty years." "Captain Clayton of the Chinese Navy" is doubtless our worthy old friend of the Customs Coast-guard Service, at Kowloon and we are glad to find that he has sufficiently recovered his interview to poke fun at the irrepressible Yankee interviewer.

A CORRESPONDENT of a Japan contemporary thus describes one of the native exhibitions which take place nightly in one of the *izakaya* booths. It commences by a girl snapping at and barking up pieces of common window glass with her teeth and then spitting out the fragments from her mouth. After that she proceeds to play with a large handful of snakes passing them in to one sleeve of her kimono and out of the other. But the crowning point of the show is reached when this girl (or beast?) takes a living chicken and after plucking out some its feathers, gnaws at the bird and drags pieces of its flesh off its body while it screams with pain to the hilarious delight of the audience. Then the girl sits living and weathed for is hung up outside the show for passers by to see, and left there until the booth is again full, when it is taken down and operated upon by the human devil in charge. Last night I saw this hellish show about 8 o'clock, and at 10 o'clock returned to see how the bird was getting on. Well, there was the same hen still living and quivering in agony, and yet gnawed all over, for the fiend had done the thing so cleverly that no vital part was touched.

EXPLOSION ON BOARD THE "KAISAR-I-HIND."

At 6.30 this morning, an explosion occurred in the engine-room of the P. & O. steamer *Kaisar-i-Hind*, as she lay at the old P. & O. wharf, Praya West. The throttle valve chest burst, shattering some of the partition near by, and scalding two "Sedi" greasers who were at work on the top of the cylinders. They were taken to Hospital. Considerable consternation prevailed among the passengers until the nature of the accident was known. The vessel was taken up to the wharf for Shanghai to-day, but she will be delayed at least a week by the breakdown, the *Verona* taking on her mails and passengers.

THE LOSS OF THE "HATTIE E. TAPLEY."

A Marine Court of inquiry into the wreck of the British barque *Hattie E. Tapley* was held to-day at the Harbour Office. The court consisted of Commander Rimmer, R.N., President, Lieutenant Andrew S. Mills, R.N., *Victor Emanuel*, Captain Seabury, steamship *Verona*, Captain Frederick W. Speck, steamship *China*, and Captain L. J. Hughes, steamship *Whamoa*.

Robert T. Malcolm stated:—"I have a certificate of competency as mate, No. 8260, issued in Glasgow in March 1879. I was on the articles of the *Hattie E. Tapley* as chief mate. The master was sick at Sandakan (N. Borneo). The ship was waiting for four weeks to sail, and at the end of that time the master, James Macdonald, being still too ill to take command, settled up to the ship affairs and appointed me as acting master on the 30th September. I left Sandakan on the morning of October 2nd with a crew of seventeen all told. The *Hattie E. Tapley* was a barque of 927 tons register owned by Mr. Finlayson of Sydney, N.S.W. There was one mate, a carpenter, eight A.B.'s, two ordinary seamen, two boys, (Europeans) and two cooks. With the exception of the two boys, the mate, and myself, the crew were Malays, Lascars, and Japanese. We experienced light winds and fair weather up to the 20th October, when we encountered a heavy N.E. gale, which caused the ship to strain and make much water. At noon on the 30th, the gale continued, the ship was in lat 21° 8' N, long 116° 40' E. The men had been at the pumps all the previous night and during the forenoon of the 30th, about 2 p.m. on the 30th, I found the starboard pump to be choked, and so we rigged the steam donkey pump. The pump was going all that night. Next morning (31st Oct.) we made the land about Hongkong, bearing north by east. At 1 p.m. we were 10 miles to seaward of the Tyantai channel, the wind being N.E., blowing with a force of 4, ship steering by the wind under all plain sail. We tacked to the eastward, and again tried to fetch the Tyantai channel, but failed, and as the ship was still making a good deal of water I ran her in between Pak Tai and Tsing-ma-wan to get her into smooth water. This was at 6 p.m. About 8 p.m. we got the pumps to suck, and I stood to the northwards till midnight when I tacked and stood to the southwards till 4 a.m. all day on the 1st Nov. we were making short tacks between the island, the ship being under plain sail. About 7 p.m. the weather began to look dirtier and it came on to blow from the north-east. Sail was reduced and at 8 p.m. the ship was under lower topsails, foremast, spanker and foretop stay-sail, heading E.S.E. At that time the South point of Lingling bore East by compass, and the Northern Island of the Tamon Group bore S.W. by W. and the ship was going about three knots. The wind gradually blew to 9 p.m. it was nearly calm. A heavy blow for an hour and at 10 p.m. the carpenter called me saying he thought we were getting too close towards the islands. I went on deck and found the ship heading East. I immediately set the main-sail, jib and main-top-stay sail, and the ship began to draw ahead. At 10.30 I took her bearings, but I can hardly remember them now. I did not take any note of them at the time. After this the ship went ahead for about half an hour and then seemed to be drifting towards the land. The breeze then freshened a bit, and we cleared Gansu Island and cleared the look to the S.E. of the island and to the north of Chikwan. Just as we cleared the rock the wind suddenly went down, and took away all hope of clearing the island. I let go the

anchor, and the ship swung her head to the wind, but directly after doing so she struck at, starting the rudder. Then either the cable parted or the dragged her anchor, for she fell broadside on, with her head to the north-west. There was a heavy swell at the time, and the ship was striking heavily and rolling to seaward every time she struck. I ordered the boats to be got out, and sent the carpenter to cut away the main-mast and if possible get some communication with the shore. This was not done, however. We abandoned the ship and pulled round the island to a small Chinese village. I walked over the island to see where the ship was, and found her forged ahead of the rocks, that had been abreast the main-mast, when she was about a hundred feet astern of her, boarded her, my 'on' the 3rd, and the carpenter cut away the main-mast main-yard, and foretop mast, to ease her. On Sunday the *Pilot* fish came and took us to Hongkong.

By the Court.—The cargo consisted of billiard timber and fire wood. I don't know if the ship is insured, I know the cargo was insured. She was chartered by the China Borneo Co. Ltd. The boatwain who acted as mate had charge of one watch; I took the other, having with me the carpenter.

John Johnson—I am a carpenter on the *Hattie E. Tapley*. I remember the night of the 1st November. I was on deck between 8 and 12 p.m. It was my watch on deck. The Captain was on deck until 9 o'clock, when he went below. He ordered me before going down below to call him if we were getting too close to land. There was land on the starboard quarter; that was on the lee beam. I saw a white light on the weather bow. When the Captain went below there was land on the port side about six miles off. It was a big island. The ship was then going about three knots and the top mast stay-sail and the spanker. After the captain went below the wind and weather remained the same, the ship kept steering east, going through the water about two knots. I did not notice much leeway. At between 9 and 10 she was making half point. At 10 o'clock I called the captain because we wanted to work the donkey engine and because we were getting close to the island. I think we were about 4 or 5 miles from the island. When the Captain came on deck he went to the wheel first and then to the donkey engine. We commenced to make sail about 15 minutes afterwards. After that we made about four knots an hour; we went E. by S. and then E. S. E. We then let go anchor because there was a point we could not round. I only guessed we were going E. S. E. as I did not look at the compass. The anchor was let go about half an hour after we had made sail. Captain Rimmer—Then the ship must have gone on 1 p.m. of the island. She was going four knots. In half an hour she made two knots which would place her on top of the island?

Witness—She was drifting on towards the island when we let go the anchor.

Examination continued.—When the anchor was let go the ship swung round broadside to the rocks, and broke her rudder. After the ship struck her stern on the rock, we lowered a boat. The land was on the starboard side.

Cross-examined by Lieutenant Mills—I never kept watch before on the ship. I have kept and had charge of watches on American ships. At 8 p.m. I could see land on the weather bow rather indistinctly. She was heading East at 8 o'clock and then shifted to south-east. The light I saw was about 3 or 4 points above the horizon. I went with the Captain, lying down in a chair when I called him at 10 o'clock. The Captain was quite sober then. The ship was let go fifteen fathoms first and then paid out to thirty fathoms. I was there when the anchor was let go. As soon as the captain came on deck, the watch were told to set the main-sail, jib, and maintop stay-sail and after that all hands were called.

Henry Gosman—I am the boatwain of the *Hattie E. Tapley*, acting as the first mate. I have no certificate. I was last on deck at about 8.30 on the 31st, and did not come on again until about 11 o'clock. I had the watch from 6 to 8 o'clock. During my watch the ship was under all plain sail. That was from 6 to a quarter to 8. She was going E.S.E. at the rate of 4 knots then I gathered in sail as the wind was freshening. Before 7 o'clock the ship was going between two and three knots an hour. At 8 o'clock we were about two and half miles from Haining Island. I think I saw Green Island light at about 7 o'clock. I did not report to the captain when I saw it. I think he was on the poop deck at the time. I did not see 40' Aquilar light. I took the ship's bearings just before 8 o'clock, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at the time I left to go below, and I think the ship was then going about two knots. I was called on deck at 11 o'clock; when I got there there was land on the lee bow and the ship was trying to weather the island which was close to. We weathered this island, and the wind came blowing on the port beam and the ship kept continually breaking off towards the land, cannot recollect what it was, and after that I went with the Captain below to mark off the ship's position on the chart, as the wind was commencing to freshen. We shortened sail at

Mr. Ring's gr. Holborn, 11st. 6th. Mr. Schmidt 1
Mr. Cavley's bl. Othello, 10st. 7th. Mr. Ramsay 2
Mr. Wootley's b. Hornet, 10st. 13th. Mr. Hough 3
Mr. Choufleur's dun Terra-cotta, 10st. 11th. ...
Mr. Reynell 0
Mr. Ramsay 0
Holborn held the issue safe all the way, and although a stumble at one of the fences in the last round lost him a lot of ground, he quickly overhauled Othello on the flat, and won in a common canter. The fencing of the placed ponies was excellent.

NEWS BY THE AMERICAN MAIL.

The O. & S. S. Co.'s steamer *Belgia*, Capt. W. H. Walker, with the American mails of the 17th October, arrived here this morning. We are indebted for the subjoined telegrams to our San Francisco exchange:—

BERLIN, October 11th.
The *Car* arrived this morning. He was met at the railway station by an attaché of the Russian Embassy, escorted by troops, and driven to the Russian Embassy. The streets were crowded. The decorations surpassed any before displayed on similar occasions. The route was lined with troops. Extraordinary precautions were taken against the approach of the people to the *Car*'s carriage. There was some cheering, but the popular reception was generally cold. The *Car* was greeted in behalf of the Emperor by officers of the Russian Imperial household, who arrived here in advance of the *Car*.

Emperor William, several Royal Princes, Prince Bismarck, Generals, and court officials received the *Car* at the Leichter Station. The *Car* wore the uniform of the German Alexander Regiment, of which he is an honorary Colonel. The Emperor's uniform was the Russian Wyborg Regiment. The *Car* and Emperor embraced frequently. The *Car* then shook hands with Bismarck and held a conversation with him. Members of the Emperor's suite were presented to the *Car*, and the band played the Russian national hymn. The party went in a fast trot to the Russian Embassy. As the *Car*'s carriage passed the Brandenburg gate a salute of 100 guns was fired. The Emperor soon took his departure from the Russian Embassy, remaining but a few minutes. Prince Bismarck remained and held a conversation with the *Car* lasting twenty minutes. The *Car* took luncheon with German officials forming his special suite.

LONDON, October 11th.
The British steamer *Larabie*, from Liverpool for Brisbane, is beached, having sprung a leak after striking the rock near Mackay.

PARIS, October 11th.
There have been disastrous floods in the Department of Jura. A number of bridges have been carried away. Losses-Gauley, the capital, and a number of villages are inundated.

Attachments have been issued against the property of nine directors of the Comptoir d'Escompte. Six directors are now in prison for violation of the Banking law. The directors and accountants stand committed till they pay 100,000 francs to the liquidators of the bank. Virtually, this is a life sentence for most of the prisoners. Efforts are making for a mitigation of the sentence of some of those not directly connected with the illegal transactions of the copper ring.

MADRID, October 12th.
There is a severe storm in Northern Spain. The wires are prostrated, and all communication is stopped. Many shipwrecks are reported on the coast.

BERGARE, October 12th.
The Regents have decided to permit Natalie to visit her son, King Alexander, to-day.

PARIS, October 12th.
The extensive stables of the United Tramways in Bordeaux have been burned with 200 horses.

GLASGOW, October 12.
The State Line steamer *State of Nebraska* for New York collided with the Allan Line steamer *Norwegian* from Montreal. The *Nebraska* was struck on the port bow and several plates were smashed. She was then driven ashore. Her stern lies high up in the ferry slip at Greenock. She had many passengers aboard.

LONDON, October 12th.
Parnell's health grows worse, instead of better. Grave fears are entertained that he will be unable to resume his political career. He will winter at Bournemouth.

A strike of school children against caning and for the abolition of home lessons, which began in Glasgow, is spreading in all directions in the cities of Glasgow, Edinburgh and Dundee. The children march in procession, establish pickets everywhere, and prevent other children from attending school at times resorting to violence and breaking the windows of school-buildings, and even attacking the teachers.

CITY OF MEXICO, October 12th.
The bulk of the sugar produced in Peru in future will be consumed by Australia. A direct line of sailing vessels to Melbourne and Sydney has been established for its exporting. On returning these vessels will bring coal for the Pacific Steam Navigation Company.

PARAGUAY, it is reported, is negotiating with parties in California for the establishment of an immense sugar-beet farm in that Republic.

EDINBURGH, October 12th.
The Earl of Galloway was arraigned this morning at Dumfries on a charge of having made an indecent assault upon a child named Gibson. The court was crowded with the leading people of the community. The little girl gave her testimony in regard to the nature of the Earl's offence, and it was corroborated by other witnesses.

A statement prepared by the defendant was read, in which an explanation was made that no intentional offence was committed, that the child assumed a wrong was attempted under conditions that were not justified by the facts.

CONSTANTINOPLE, October 15th.
The Sultan has ordered the imperial yachts to meet Emperor William upon his arrival at the entrance to the Straits of Dardanelles, and to escort him to Constantinople.

LONDON, October 15th.
Advices from Brisbane, Queensland, state that Sir William MacGregor, Administrator of New Guinea, accompanied by twenty-two men, recently landed on the island of Demara, when about two hundred and fifty natives made an attack upon the party, but after hard fighting they were repulsed. Eleven natives were killed and wounded. Several whites were wounded. The party then burned the village of the natives.

Sir Daniel Gooch, Bart., M.P., is dead. He studied the profession of an engineer under Robert Stephenson and in the large iron works of Wales. He was one of the original shareholders of the *Great Eastern*. He was also one of the purchasers when the vessel was sold for £25,000, with a view to employ her in laying the Atlantic cable. He was made a Baronet after the laying of the Atlantic cable in 1866.

WASHINGTON, October 15th.
The Department of State is informed by our Minister to China that the Song Ho, or Red River, has been opened to commerce, and that custom-houses have been established at Lung Chow, Mungtsu and Mangtsu.

NEW YORK, October 15th.
Chas. Spreckels has notified the sugar trade of the entire country that he will at once begin refining at Philadelphia, and solicit business.

ROME, October 15th.
Premier Crispi made a striking address at a banquet last night, which was attended by forty-nine Senators and one hundred and forty Deputies. He declared it was necessary to combat all persons, high or low, who were seeking to undermine the political edifice of Italy. The temporal power of the Pope, although it had existed for centuries, had been only a transition period. Rome existed before it, and would continue to exist without it. Complaints or threats, either from home or abroad, would have no effect. Rome forms an integral part of Italy. The Pope has perfect religious liberty, only restricted, and less harshly than in other Catholic States, from encroaching upon national rights. Let the church, which is now free, not endeavor to frighten Prometheus with the thunderbolts of heaven. Our task is to fight in the cause of reason. Anarchism is easier to combat than reason. He appealed to men of advanced but reasonable ideas to separate openly from the creators of disorder, national discord and social disorganization, who were pretending to represent the ideas of Mazzini and Garibaldi.

LONDON, October 16th.
Italy has ordered 50,000,000 smokeless cartridges.

Wilfrid Blount has retired from political life. Peter Jackson says that he is the only exhibition boxer who has gone to England ready to meet all comers. Jim Hook of Billingsgate was the first man to tackle Jackson, who only played with him. Peter knows his ground, and begins to face the enormous company that assemble nightly at the Aquarium in a cool and collected manner. Charley Mitchell will have a bout with Jackson in a few days.

The steamer *Malla*, of the Cunard Company, with eighteen passengers, on a pleasure trip to Italy, went ashore at St. Just, near Land's End, during a fog, and will probably be a total wreck. All on board were landed safely except one stoker, who was drowned.

It is believed that Monks, the Air traveller, has been killed by his men in the Zambezi river. This information comes from Bishop Bruce of the Orange Free State.

Baron Fitzgerald, Lord of Appeal in Ordinary in Ireland, died to-day.

An explosion occurred in the Benthies colliery at Longton, county of Stafford, early this morning. Seventy miners were in the pit at the time. Only eleven of them are now alive. The task of getting out the buried miners will be one of great difficulty. Volunteers are engaged in making explorations for the recovery of the bodies. The men engaged in a search for the victims found fifty dead miners this morning.

The bodies recovered show that the victims died of gas poisoning. The rescuers were compelled to relinquish the search by the accumulation of gas. The latest advices from the scene state that a fire is raging and another explosion is feared. The underground manager is among the victims. The record of the men down in the mine has been lost, hence it is impossible to verify the number. The latest estimate is that sixty persons were killed.

Claude Marks and Sidney Woolfe, joint proprietors of the *Mining Record*, and Mr. Marks, of the *Financial Times*, were arrested yesterday in this city and lodged in the Police Station on the charge "that they unlawfully threatened to print and publish a certain false libel concerning James Potter Abbott and Marcus Bebro, with intent thereby to extort money from them." They were captured while counting the money they had demanded for their future silence.

LATER.
The *Financial News* men, who were arrested for blackmail yesterday, have been arraigned and formally charged. Sir Charles Russell has been hired as special attorney for the prosecution. The *Herald* has been forbidden by the Court from printing any more concerning the case, but it will print a full page to-morrow morning and abide the consequences.

BERLIN, October 16th.
The news of the abdication of Malletta at Samoa created very little interest in this city, although there is some talk that Bismarck might oppose the acceptance of Matafu as an insult to Germany. The general opinion is now, however, that the Chancellor will persist in his policy of conciliation. When the American Senate ratifies the treaty it is believed the affair will be arranged easily and give general satisfaction.

Ven. Moltke approves the proposed canal between Berlin and the Baltic Sea.

Zalinski returned this morning from a tour of inspection made by permission of the German Government to Kiel, Wilhelm, Shafter and Essen. Concerning the *Herald's* report of the performance of his gun he says: "While fifteen torpedoes were fired in seventeen and a half minutes, less than the time called for by our contracts, if the *Verwulst* had had a well trained crew, which, being out of commission, she had not, these fifteen torpedoes could have been fired in five minutes. If guns of heavier caliber had been used, 16,500 pounds of charges could have been fired instead of 8,000, as the more rapidly the gun is fired the cooler it gets."

"While our contract with the Government calls for our throwing 200 pound charges one mile every two minutes, which we accomplished, we can throw a 500-pound charge that distance, a 200-pound charge 3,000 yards from a gun on land, and 100-pound charges 4,000 yards from a vessel, or three miles from a shore battery. The pneumatic gun will compel changes in the construction of the hull below the water in vessels of war, so as to meet and resist the powerful torpedo action this gun brings into play."

BRUSSELS, October 16th.
A passenger train from Mons, running at full speed, dashed into a station, the brakes failing to act, and thirty persons were injured.

VENICE, October 16th.
An earthquake occurred in this region yesterday, and several houses near here were destroyed.

ANTWERP, October 16th.
The engineers and stokers of the trans-Atlantic steamers have struck.

OTTAWA, October 16th.
Sir Charles Tupper is reported by cable as being in Spain arranging for a commercial treaty between Canada and Spain, including the Spanish West Indies. Canada expects to reap great benefits as a result of this treaty.

BERNE, October 16th.
The German anarchists Kemp, of Wittenberg, Schmid of Baden, and Puschel of Hamburg, have been expelled from Switzerland.

PARIS, October 16th.
Sergeant Nogues has been sentenced to imprisonment for life for offering to sell a Lebel cartridge to Count Von Moltke.

ST. PETERSBURG, October 16th.
The Russian gunboat *Nar-Eddin-Shah* has sunk at Batoum. The crew were drowned.

NEW YORK, October 16th.
John L. Sullivan challenges any man in the world, Jim Smith of England preferred, to fight with gloves, Queensberry rules.

HANGCHOW.
(FROM OUR OWN CORRESPONDENT.)
20th October, 1889.
Yesterday was the fiftieth day of almost incessant rain, as only two days can be recalled

HALL & HOLTZ C. CO., LIMITED.

CABINET MAKERS, UPHOLSTERERS, CARPET FACTORS, DECORATORS, GILDERS, & PICTURE FRAME MAKERS.

RESPECTFULLY invite an inspection and comparison of their now replete and extensive stock of NEW GOODS for FURNITURE COVERINGS, CURTAINS, DRAPERIES, &c., for which Drawings and Elaborate Designs will be Submitted (to intending purchasers,) Suitable for any Style of Rooms.

"RE-UPHOLSTERING," "BEDDING REMADE," "REPOLISHING."

The above Company are prepared to estimate for the Furnishing and Decorating throughout of Hotels, Clubs, Private and Public Buildings, Offices, &c., on most favorable terms.

CARPETS, WOOL and other RUGS, FENDERS, FIRE BRASSES and DOGS, OIL CLOTHS and LINOLEUMS, MATTING, BEDSTEADS and BEDDING, LAMPS, DINNER SETS, TEA and COFFEE SETS, ELECTRO WARE.

A large and well assorted stock of PERAMBULATORS and BASSINETTES (at prices to suit all purchasers) with SPIDER and BICYCLE WHEELS and INDIA RUBBER TYRES, PATENT ADJUSTABLE BABY CHAIRS, &c., &c.

THE HALL & HOLTZ CO. OPERATIVE LTD. COMPANY

Hongkong, 11th November, 1889.

when there was no rain. To-day no rain has fallen, and there are evidences of clear weather. The people throughout the country are in great distress. Their crops of rice, cotton, beans and vegetables are almost entirely ruined. The water in their fields and in the canals stood on a level in many places for some time. The walls of houses and lots have suffered very much. Many walls have fallen and many people have been killed or seriously injured by the falling walls. These walls give way very readily when dampened by rain, on account of the peculiar way in which they are put up. They consist of the ordinary dirt of the city, which seems to be quite adhesive. First, a foundation of stone and brick is prepared, then two thick boards are set on it about eighteen inches apart, and the space between them is filled in with dirt about twelve inches deep and packed in firmly with mallets. The boards are then raised, and the same process takes place over and over again until the wall reaches a height of twenty or twenty-five feet. These walls last indefinitely if they are kept dry, but they crumble under such dampness as has prevailed for the last month. In their distress, crowds of country people have come into the city, beseeching the Governor to remit their taxes. The officials in their turn have prayed to the idols, the goddess of mercy having been brought into the city from her beautiful temple in the hills, and placed in the temple of the city god on the city hill for the convenience of the worshippers. The Prefect escorted her in and the high officials, except the Governor, received her with distinguished honour. The Governor's faith in the idols is suspected by the people, and an anonymous placard was posted on the walls some time ago, accusing him and other officials of lack of interest in the people's sufferings. They forbid the killing of animals for meat for the people, but it is said, they were daily feasting on meat and dainties themselves.

For several days past we have heard the booming of cannon and the firing of volleys of muskets. On enquiry we learned that the Prefect had two thousand soldiers on the city hill firing guns at the clouds. They say that he got the idea from the *Shin Pao*. The belief is that this rain is not caused by the dragon, who ordinarily controls the rain department, but by the malicious spirits, who can be scared off by gunpowder.—N. C. Daily News.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites is especially adapted to all conditions where the tissues are wasting away from inability to digest and assimilate ordinary food. The combined virtues of the Cod Liver Oil and Hypophosphites produce a marked effect in such cases. They restore the wasted tissues, create an appetite, make new blood, heal the inflammation of the throat and lungs, and increase the flesh. In short they form the finest combined food and medicine that can be given the invalid. Any Chemist can supply it.—A. S. Watson & Co. (Lid.), agents in Hongkong and China.—[Advt.]

Co-day's Advertisements.

GOVERNMENT NOTIFICATION.

TENDERS will be received at this Office until NOON of SATURDAY, the 23rd instant, for the INSURANCE of the Steamer "FAME" against ALL RISKS.

Full particulars may be obtained on application to the SURVIVOR GENERAL between the hours of 11 A.M. and 4 P.M.

The Government does not bind itself to accept the lowest or any tender.

By Command,
A. LISTER,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 12th November, 1889.

LAMAG PLANTING COMPANY, LIMITED.

NOTICE is hereby given that the STATUTORY GENERAL MEETING of this Company, will be held at the Offices of the General Managers, on TUESDAY, the 26th November, 1889, at NOON.

GIBB LIVINGSTON & Co.,
General Managers.

Hongkong, 12th October, 1889.

FOR SALE.
AT THE PEAK.

"THE FALLS" on R. B. L. No. 28.—A well built six roomed House, at present let on lease for one year.

For full particulars, apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 12th November, 1889.

THE KWOON KWAN YEEN CUPS value of \$200 and \$100 respectively. Also Two Consolation Cups value of \$100 each.

The Second Stage of the Third Competition will be shot off next SATURDAY, the 16th instant, at 11.15 P.M., commencing at 100 yards. Entries for this Stage close on FRIDAY NEXT, the 15th November, at 5 P.M. Entrance Fee 30 cents. There must be 10 Competitors present, or no competition can take place.

A. SHELTON HOOPER,
Hon. Secretary.

Hongkong, 12th November, 1889.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IT is hereby notified that a CALL of (\$4) FOUR DOLLARS per Share is payable at the Hongkong and Shanghai Banking Corporation, on or before the 16th November, 1889.

By Order of the Board of Directors,
CHAS. F. HARTON,
Acting Secretary.

Hongkong, 15th October, 1889.

ST. JOHN LODGE
OF HONGKONG,
No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zealand Street, TO-MORROW, the 13th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.
Hongkong, 6th November, 1889.

PERSEVERANCE LODGE OF
HONGKONG,
No. 1165.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zealand Street, on SATURDAY, the 16th inst., at 8.30 for 9 P.M. precisely.
Hongkong, 8th November, 1889.

Auctions.
PUBLIC AUCTION
OF
JAPANESE PORCELAINS AND CURIOS.

THE Undersigned has received instructions to Sell by Public Auction, on
SATURDAY,
the 16th November, 1889, commencing at 2.30 P.M. sharp, at his Sale Rooms, Duddell Street.

A VERY FINE AND LARGE SELECTION OF JAPANESE PORCELAINS, CURIOS AND WORKS OF ART, &c.

Comprising:
SATSUMA, TOKIO, KIOTO, KAGA, IMARI, &c. VASES, JARS, HOW, S. PLATES, TEA and BREAKFAST SETS, in new styles, fine CLOISSONE WARE in VASES, PLAQUES, BOXES, &c.

IVORY INLAID PANELS and PLAQUES, IVORY CARVINGS, SILK EMBROIDERIES, and WALL HANGINGS, SILK HANDKERCHIEFS, &c.

GOLD and SILVER INLAID BRONZES, VASES, INLAID CABINETS and other LACQUERWARE, and a VARIETY OF CURIOS and NOVELTIES, &c., &c., &c.

The above will be on view on FRIDAY next, and Catalogues will be issued prior to Sale.

TERMS OF SALE.—As Customary.
G. R. LAMBERT,
Auctioneer.

Hongkong, 9th November, 1889.

NOTICES OF FIRMS.
NOTICE.

THE business hitherto carried on at "The White House," Queen's Road Central, under the style or title of "GATE & FAIRALL," has this day been dissolved by mutual consent.

E. S. GATE,
D. FAIRALL.

Hongkong, 16th October, 1889.

WITH reference to the above, the business will in future be carried on under the style of "GATE & Co.," who will pay and receive all accounts in connection with the old Firm.

Miss FAIRALL will continue to Manage the Dress making Department until the 31st December next.

E. S. GATE.

Hongkong, 16th October, 1889.

Intimations.
SITUATION WANTED.

By an experienced CLERK, as BOOK-KEEPER or GENERAL ASSISTANT. Thorough knowledge of German. First-class references, and security provided if required.

Apply to
J. H.,
c/o Hongkong Telegraph Office.

Hongkong, 7th November, 1889.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1888.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last in order that the distribution of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the 30th day of November next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Ltd.

Hongkong, 15th October, 1889.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1888.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ending 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th instant, will be made up by the Company, and no subsequent claims or alterations will be allowed.

By Order of the Directors,
GEO. L. TOMLIN,
Acting Secretary.

Hongkong, 1st November, 1889.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the under-mentioned Bank Share Certificates, viz.:

No. B. 2071 = 3465/66, 4645/52 } 50 Shares,
B. 2131/55, 14389/92 }
B. 5162/712 }
IN THE NAME OF L. MENDEL,
No. B. 2099 = 3280/3289 } 10 "
B. 2134 = 53909/23, 57347/46 } 25 "
1406/10 }
IN THE NAME OF W. D. SPENCE,
No. B. 2465 = 3795/3799 } 15 "
IN THE NAME OF W. H. GASKELL,
No. B. 2465 = 3795/3799 } 15 "

together One Hundred Shares have been LOST, and should the same not be produced before the Thirty-first day of December next, New Certificates will be issued to the said L. MENDEL, W. D. SPENCE, and W. H. GASKELL, respectively, and the aforesaid Certificates B. 2071, B. 2099, B. 2134, and B. 2465 will be thereafter treated by this Corporation as null and void.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
G. E. NOBLE,
Chief Manager.

Hongkong, 1st October, 1889.

WANTED.
ACCOMMODATION as GODOWNS, Ground Floor and First Floor in Queen's Road Central, near the CLOCK TOWER.
Apply to
Office of this Paper.
Hongkong, 3rd October, 1889.

THE PEAK HOTEL AND TRADING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that a CALL of TEN DOLLARS per Share in the above Company is hereby made and is payable in the Hongkong and Shanghai Banking Corporation as follows:—

Five Dollars per Share on the 15th November, 1889.
Five Dollars per Share on the 15th February, 1890.

Interest at the rate of 12 % per annum will be chargeable on all Calls unpaid on due dates.

By Order of the Board,
J. WHEELEY,
Secretary.

Hongkong, 10th October, 1889.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL, \$5,000,000.
PAID UP CAPITAL, 2,500,000.
RESERVE FUND, 1,250,000.

BOARD OF DIRECTORS.

Hon. J. J. KESWICK, Chairman.
Hon. C. P. CHATER, Vice-Chairman.
E. A. SOLOMON, Esq.,
J. S. MOLES, Esq.,
S. C. MICHAELSEN, Esq.,
G. E. NOBLE, Esq.,
LEE SING, Esq.,
POON FONG, Esq.

BANKERS.
THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY advanced on Mortgage, on Land, and Buildings.

Properties purchased and sold. Estates Managed and all kinds of Agency and Commission business relating to land, etc., conducted.

Full particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A. SHELTON HOOPER,
Secretary.

Victoria Buildings,
Hongkong, 3rd May, 1889.

NOTICE.
HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 25th August, 1885.

KOWLOON HOTEL.

J. C. L. ROUGH, MANAGER.

WINE and SPIRITS of the best quality, ENGLISH & AMERICAN BILLIARD TABLES, BOWLING ALLEYS, TENNIS LAWN.

